

## Civil Aviation News .....

minutes less than the time recorded by the winner of last year's contest, and that without the advantage of a flying start. Charles Wingfield was slightly ill with stomach trouble during the whole of the practice period and as this, coupled with the bad weather, prevented him putting in much flying he decided to stand down in favour of Mr. L. Welch. The reserve Weihe aircraft was brought in for Welch and no little difficulty was experienced in getting the machine serviceable. Led by "Pop" Kent, the team eventually got the reserve Weihe completed, but rain again prevented Welch from properly trying it out in the air; for the actual competition he is flying Wingfield's Olympia. During the practice the team had the advantage of being able to try out the Swiss S.19, Welch flying the machine for 6½ hours. The countries, pilots and gliders competing at Samaden are as follows:—

*Egypt:* Ch. Weber,\* H. Kamil (Air 100).

*Spain:* Renafiel,\* Ara Torrell (Weihe), Juez Gomez (Kranich), Sevillano Perez (Weihe).

*Finland:* L. Poppius,\* J. Haltiala (Meise), K. Temmes (Meise).

*France:* M. Marquet,\* R. Branciard (Air 100), R. Fontelles (Nord 2000), H. Lambert (Air 100), Ch. Lethore (Nord 2000), L. Notteghem (Air 100), A. Valette (Air 100).

*Great Britain:* Mrs. A. C. Douglas,\* R. Forbes (Weihe), P. Mallett (Weihe), C. Nicholson (Gull 4), L. Welch (Olympia), P. Wills (Gull 4), D. F. Greig (Olympia).

*Italy:* M. Ciani,\* Padova (Arcore).

*Poland:* M. Weigl,\* Adamski (Sep), Kasprzyk (Sep), Kempowna (Mucha), A. Ziemtek (Sep).

*Sweden:* L. Bunke,\* A. Magnusson (Weihe), P. A. Persson (Weihe).

*Switzerland:* Ed. Lauber,\* K. Fahrlander (WLM 1), R. Isler (WLM 1), A. Kuhn (Moswey 3), S. Maurer (Moswey 3), K. Ruckstuhl (Moswey 3), M. Schachenmann (Air 100).

*Czechoslovakia:* Ladislav Stejskal,\* Ch. Droughy (L-107/2), G. Forchtgott (Z-25), M. Hanslian (Z-25), L. Haza (Z-25), J. Glesk (Z-25), B. Rocek (L-107).

\*Team captains.

## BREVITIES

The first Mexican aircraft XA-GOQ to land at London Airport arrived on July 9th with members of the Olympic team on board.

The international air exhibition, which was to have been held in Copenhagen from October 15th-24th, has been cancelled. Foreign currency shortages and restrictions were stated to be the reason.

On July 13th a S.A.S. Skymaster made the company's 100th crossing of the North Atlantic. A regular daily service is flown from Stockholm through Copenhagen, Oslo and Prestwick to Gander and New York.

In a written reply to a question in the House of Commons, Mr. G. S. Lindgren, Parliamentary Secretary to the Ministry of Civil Aviation, stated that the basis adopted for Exchequer grants to the three British airline corporations for 1947-8 was a block grant related to estimates presented by each corporation. He added that the actual amount of the grants, which had now been determined, were: B.O.A.C. £6,300,000, B.E.A. £3,400,000 and B.S.A.A. £260,000.

Supplementary services providing seats for approximately 2,500 additional passengers on the Paris-London route are being operated by Air France during the period of the Olympic Games between July 26th and August 16th. Languedoc 33-seaters are being used for a daily (Sundays excepted) return service in the forenoon, and for a four-weekly service in the afternoons. On August 9th DC-4s fitted with 55 seats will be used to operate morning and afternoon return flights.

The French prototype aircraft, the Cormoran 211, crashed on July 20th when about to land at Villacoublay. It was on its first flight, and had made a perfect take-off from Toussus-le-Noble. With an all-up weight of 40 tons, a wing span of 143ft, and powered by four engines, the Cormoran had been under construction for 18 months, and was one of the largest aircraft ever built in France. Twenty of the type had been ordered by the Army Air Staff. The crew of five lost their lives.

Figures published for 1947 show that during that year 285 accidents involving aircraft engaged in civil flying in Canada were recorded, an increase of 101 over the 1946 total. Five of the aircraft involved were of foreign registration. Of the accidents recorded 259 occurred during the day against only four at night. Local flying resulted in 86 accidents and cross-country flying 120; no accidents were reported in the case of machines engaged in instrument flying.

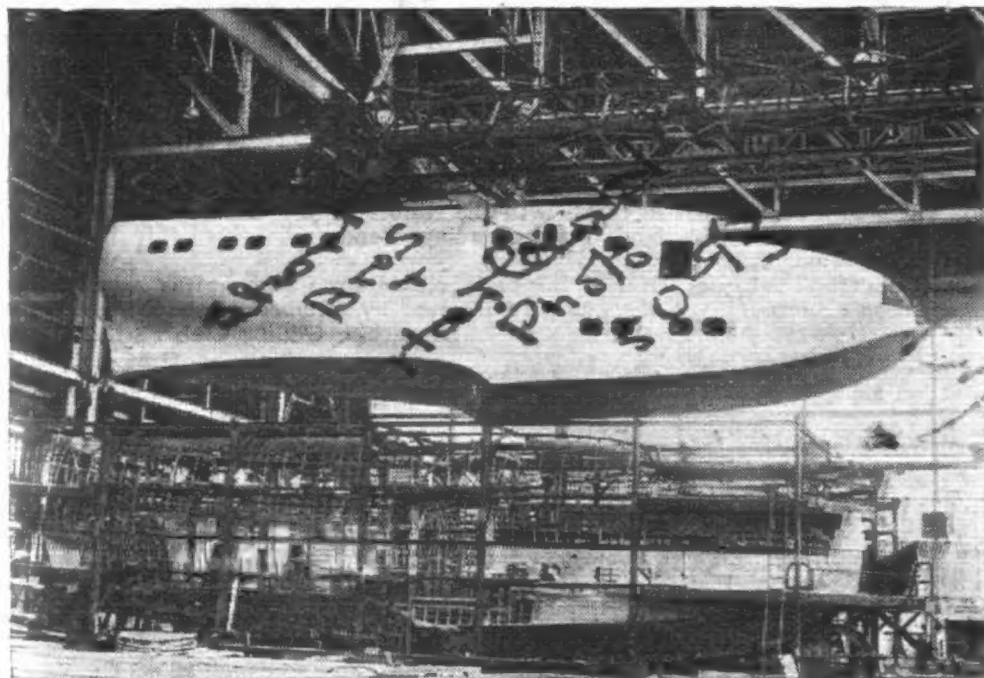
Sir John Bennett, until recently Inspector General of Police, Punjab, has been appointed Chief Constable of the Ministry of Civil Aviation constabulary which is now being formed. The present arrangement, whereby the Air Ministry police M.C.A. airports and scores will cease. Major W. Ronnie, previously Chief Constable of Breconshire, has been appointed Deputy Chief Constable.

Capable of accommodating ten DC-6s or four Boeing Strato-cruisers, a new hangar will be ready this summer at Bromma airport, Stockholm. Of welded steel frame construction the completed hangar will be approximately 492ft by 197ft and 46ft high, with a floor area of over 100,000 sq ft. Further hangars of a similar type are being planned.

The new Solents on order for Tasman Empire Airways, for delivery March, 1949, will have a cruising speed of 230 m.p.h. and capacity for 44 passengers, according to Mr. I. A. Scott, Acting Director of Civil Aviation in New Zealand. They would make six return trips a week, he said, to commence with, as against four trips by the existing flying-boats, though the service eventually would be stepped up to twelve return trips weekly.

Two more airfields are to be constructed in North Borneo in addition to the one at Labuan, according to a statement issued in Hong Kong by Messrs. Gibb, Livingston & Co., Ltd., agents for the Government of North Borneo. Tenders have been invited for the construction of airfields at Jesselton and Sandakan, and for rehabilitating the present 1,400-yard air strip at Labuan.

After eight months' experience of running flying-boat services from Biscarosse (Bordeaux) to Fort de France, Martinique, Air France have made modifications to the Latécoère 631 flying-boat. Instead of having 46 seats which



**SOLENTS FOR T.E.A.:** The first Short Solent under construction for Tasman Empire Airways, referred to on this page, being moved to the assembly line at the Belfast works of Short Brothers and Harland Ltd. A second hull nearing completion can be seen in the background.